

CITY PLANNING COMMISSION MINUTES

May 4, 2006

The regular meeting of the City Planning Commission convened Thursday, May 4, 2006 at 1:30 pm in the City Council Chambers, 333 W. Ocean Boulevard.

PRESENT: COMMISSIONERS: Leslie Gentile, Charles Greenberg, Matthew Jenkins, Mitchell Rouse, Nick Sramek, Morton Stuhlbarg

ABSENT: COMMISSIONERS: Charles Winn

CHAIRMAN: Matthew Jenkins

STAFF MEMBERS PRESENT: Suzanne Frick, Director
Greg Carpenter, Planning Bureau Manager
Angela Reynolds, Advance Planning Officer
Carolyn Bihn, Zoning Officer
Jeff Winklepleck, Planner
Heidi Eidson, Minutes Clerk

OTHERS PRESENT: Mike Mais, Deputy City Attorney
Mark Christoffels, City Engineer
Christine Edwards, Airport Bureau

PLEDGE OF ALLEGIANCE

Commissioner Rouse led the pledge of allegiance.

MINUTES

The minutes of March 2, 2006 were approved on a motion by Commissioner Sramek, seconded by Commissioner Greenberg and passed 4-0-2, with Commissioners Gentile and Stuhlbarg abstaining and Commissioner Winn absent.

The minutes of March 16, 2006 were approved on a motion by Commissioner Sramek, seconded by Commissioner Stuhlbarg and passed 4-0-2, with Commissioners Jenkins and Gentile abstaining and Commissioner Winn absent.

SWEARING OF WITNESSES

CONSENT CALENDAR

Commissioner Sramek made a motion to approve Items 1A, 1B and 1C as presented by staff. Commissioner Gentile seconded the motion which passed 6-0. Commissioner Winn was absent.

1A. Case 0601-33, Vesting Tentative Parcel Map, CE 06-14

Applicant: Robert G. Taylor
Subject Site: 557 Nebraska Avenue (Council District 2)

Description: Request for approval of Vesting Tentative Parcel Map No. 064213 for the conversion of four (4) apartment units into condominiums.

Approved Vesting Tentative Parcel Map No. 064213, subject to conditions.

1B. Case No. 0601-21, Tentative Tract Map, CE 06-07

Applicant: SUBTEC
c/o Robert Vargo, Representative
Subject Site: 1918 Chestnut Avenue (Council District 6)
Description: Request for approval of Tentative Tract Map No. 065189 to convert twelve (12) residential dwelling units of an existing apartment building into condominiums.

Approved Tentative Tract Map No. 065189, subject to conditions.

1C. Case No. 0601-34, Tentative Tract Map, CE 06-16

Applicant: Dan Harney
Subject Site: 1200 Ohio Avenue (Council District 4)
Description: Request for approval of Tentative Tract Map No. 065894 to convert eight (8) residential dwelling units of an existing apartment building into condominiums.

Approved Tentative Tract Map No. 065894, subject to conditions.

REGULAR AGENDA

2. Case No. 0602-14, Certification of Final Environmental Impact Report, Site Plan Review, EIR 37-03 (SCH#200309112)

Applicant: City of Long Beach - Airport Bureau
Subject Site: 4100 Donald Douglas Drive (Long Beach Airport)
(Council District 5)
Description: Long Beach Airport Terminal Improvement Project. The entitlements include Certification of Environmental Impact Report (State Clearinghouse No. 200309112), Resolution with a Statement of Overriding Considerations and Site Plan Review to allow the consolidation of existing uses into 46,530 square feet of new building (total area of terminal building with consolidation will be 102,850 square feet) and construction of a new 279,300 square foot parking structure. The scope of work consists of a combination of new terminal facilities, new parking structure, adjacent satellite yard development, existing terminal optimization, existing parking structure modifications and new/existing paving/roadway reconstruction and modifications.

Commissioner Jenkins gave a brief history and timeline of the EIR process for the project.

Angela Reynolds, Planning Officer, noted that the Planning Commission is the regulatory body acting on the entitlements, but the City Council would make the ultimate decision on the project. Once that decision is made then the project would come back to the Planning Commission for Site Plan Review approval.

Ms. Reynolds stated that the Environmental Impact Report analyzed the approximately 102,850 square foot project which provides construction of or alteration to the hold rooms, concession areas, baggage security screening, baggage claim devices, baggage service office, restrooms, office base, ticketing facilities, airline gates, aircraft parking positions, vehicular parking and traffic and pedestrian circulation.

She continued that the Environmental Impact Report also considered three project alternatives. Scenario A is a 97,545 square foot scenario which was generally the same as the proposed project with the exception of a smaller ticketing facility, scenario B at 79,725 square feet, is also similar to the project but with no addition to the ticketing facilities and no additional airport office space, and scenario C which is a no project alternative.

Mark Christoffels, City Engineer, discussed the existing facilities at the airport that would be impacted by the project including the core terminal, remote lot B and an undeveloped parcel. He then showed a photo indicating where the proposed improvements would occur, including the construction of a parking structure, modification of an existing parking structure and the rental lot area, modifications to the terminal buildings and the aircraft parking area.

Mr. Christoffels discussed the current vehicular parking, stating that there are currently a little over 1,000 spaces in the parking structure (lot A), 65 short-term parking spaces and 313 longer-term spaces in lot B and 591 employee and tenant parking spaces in lot C.

He then discussed the lot housing the rental car facilities, currently located in temporary trailers, and commented that there were 216 spaces for the rental vehicles.

Mr. Christoffels then discussed remote lot D, which is an area leased from Boeing. He explained that this is on a month-to-month lease and Boeing could at any time reoccupy the property creating an immediate need to replace the 2,100 parking spaces.

He discussed the proposed parking structure, which would accommodate 4,000 vehicles and be located on what is currently lot B and a portion of lot C. He further explained that the existing parking structure would be modified and a portion of it would be allocated for the rental car parking and offices, clearing up the area directly in front of the historic terminal building.

Mr. Christoffels then discussed in depth the existing terminal facilities and the issues surrounding them, including exposure to weather, security concerns, and clearance issues. He then discussed the proposed facilities and improvements.

Mr. Christoffels then discussed aircraft parking. He explained that currently the asphalt is failing and needs to be replaced, planes do not have the ability to tie into any landside services for power or air, and there is not enough room to park planes and allow them easy in/out accessibility.

Mr. Christoffels concluded his presentation by explaining that CEQA requires a certified Environmental Impact Report be in place before

any improvements can be made. He further explained that there was an immediate need for several components of the proposal.

Christine Edwards, Long Beach Airport Bureau, answered a query from Commission Sramek with regards to the needed number of airplane parking spaces. Ms. Edwards stated that the airport's consultant looked at the operations with the full 41 air carrier flights and 25 commuter flights and how they would be distributed throughout the day and recommended that a minimum of 14 and a maximum of 16 parking positions were needed. She further stated that the City Council decided that they should limit the study to looking at a minimum of 12 and a maximum of 14 parking positions. In order to eliminate aircraft idling on taxiways while waiting for gates to open up and the emissions associated with that and to avoid passenger delays, she stated that the airport felt strongly that 14 gates was the optimal number needed to operate.

In response to a query from Commissioner Sramek regarding the square footage of the project and the allocation of space, Mr. Christoffels stated that the Airport Commission had an expert look at the 97,000 square foot figure that staff had recommended and reevaluate what was really needed to be fully functional. They recommended the larger 102,000 square foot figure.

Kathleen Brady of Bonterra Consulting discussed the Environmental Impact Report and the project objectives. She stated that the key objective was to provide an airport terminal facility that adequately accommodates the minimum number of flights provided for the Airport Noise Compatibility Ordinance as well as the passengers served by those flights. The objectives for the design were to maximize the safety and security of the passengers and visitors and to adhere to standards to ensure that the project sizing and design was in keeping with the parameters of the Airport Noise Compatibility Ordinance.

She continued that the project was sized to basically serve the minimum number of flights, to maintain and enhance the character of the historic terminal building, and to provide an operationally efficient building.

Ms. Brady then discussed the short-term impacts associated with construction activities including visual impacts, emissions from equipment, the potential release of hazardous materials from the historic terminal building, and noise impacts. She added that the Environmental Impact Report recommended different mitigation measures and the only impact that was identified as an unavoidable impact was the short-term construction air emissions.

In response to a query from Commissioner Gentile, Mr. Christoffels explained the phasing of the project with some elements starting immediately after the certification of the Environmental Impact Report and others taking longer as more formal plans would need to come back to Planning Commission again for approval.

In response to a query from Commissioner Sramek, Mr. Christoffels stated that it may be necessary to have night time construction on Parcel O due to the proximity to the main runway and the inability to work as large aircraft are coming and going. Mr. Christoffels stated

that the construction activities would be similar to what was encountered when the main runway was recently repaved.

In response to a query from Commissioner Sramek, Ms. Reynolds stated that the Planning Department or some other City entity would act as the monitoring agency during the mitigation monitoring phase of the project.

Candy Robinson, 2631 E. Spring Street, President of the Long Beach Airport Association, stated that her organization supported the project because the Environmental Impact Report was adequate under the terms of CEQA, there were no links between the terminal improvement project and the addition of more flights, and it was necessary to accommodate passengers and modernize antiquated and cramped airport facilities.

Phyllis Ortman, 5302 E. Greenmeadow, President of the Lakewood Village Neighborhood Association, stated that her group supported the project and felt that the Environmental Impact Report was adequate for what was being proposed.

Domingo Leon, 3605 Long Beach Boulevard, Suite 235, representing the Society of Hispanic Engineers, stated that his group opposed the project and that concerns they raised with the Environmental Impact Report had not been addressed.

Mr. Leon also stated that he was disappointed that the small engineering firms within the city were not invited to participate in the process.

Don May, 4027 Minturn Avenue, California Earth Corps, stated that he was concerned about the impact of the airport on air quality and felt that a condition should be included to continue air quality monitoring to form the basis for a pollution bucket to determine the health risk to the community.

Angel Perea, 4002 Terry Lyn Circle, expressed concerns regarding the impact of traffic congestion that would be created on Lakewood Boulevard, Carson, and the 405 freeway and the impacts of emissions in those residential neighborhoods.

Mark Bixby, 501 Margo Avenue, spokesperson for the Long Beach Alliance, stated that his group supported the project and reminded the Commissioners that the forecast growth within the framework of the Noise Compatibility Ordinance would occur with or without the proposed project and doing nothing would impose growing safety, security and environmental burdens.

Mr. Bixby added that limiting the number of parking pads to less than 14 would increase jet idling and create unnecessary emissions and inconvenience to passengers waiting to disembark and embark on planes.

Matt Kinley, 785 Havana, Vice Chair for Public Policy for the Long Beach Chamber of Commerce, stated that his group endorsed the EIR and supported the proposed expansion of the airport facility.

Mr. Kinley stated that the Chamber supports the Noise Compatibility Ordinance and that the ordinance is what regulates the number of

flights at the airport, not the facility, not the improvements and not the comfort of the passengers.

He also stated that he felt the temporary facilities hurt the city because they created a negative impression on passengers coming into the city.

John Eastman, 840 E. 37th Street, stated that it was his belief that if the airport increased in size, then the noise ordinance would not last.

He asked that the EIR consider how large a capacity on flights and passengers the new increased buildings would support and then run an environmental impact on that capacity.

Mookie Patel, P. O. Box 68900, Airport Affairs Manager for Alaska Airlines, stated that he was concerned that the issue of space allocation was not properly addressed and asked that Alaska Airlines, along with the other carriers servicing Long Beach, be allowed to further address how the various space allocations are permitted to help allocate cost among the carriers.

Tin Cheung, 13415 Benbow Street, senior noise scientist with the Planning Center, representing the Long Beach Unified School District, stated that they had concerns that the EIR did not adequately evaluate the impacts of noise generated by the additional flights that could be created under the optimized flight scenario. Specifically the Long Beach Unified School District asked that the City analyze the noise generated during single-event flyovers as opposed to looking at a 24-hour average.

Mr. Cheung stated that they were concerned that adding additional flights would lead to interruptions in the classroom and that there were 25 schools that would be exposed to additional aircraft noise.

In response to Mr. Cheung's remarks, Commissioners Greenberg stated that the optimized flight scenario and the 24-hour average were not an effect of the project and his concerns could happen whether the project was built or not.

Dennis Lord, 1650 E. 52nd Street, Vice Chairman of the LA County Aviation Commission, stated that TSA is responsible for aircraft and passenger safety and it is important to provide them with adequate facilities needed to do their jobs correctly and he felt that the EIR supported that.

Commissioner Sramek moved to continue the meeting to Thursday, May 11, 2006 at 6:00 pm, Commissioner Greenberg seconded the motion which passed 6-0. Commissioner Winn was absent.

MATTERS FROM THE AUDIENCE

There were no matters from the audience.

MATTERS FROM THE DEPARTMENT OF PLANNING AND BUILDING

There were no matters from the Department of Planning and Building.

MATTERS FROM THE PLANNING COMMISSION

There were no matters from the Planning Commission.

ADJOURN

The meeting adjourned at 3:40.

Respectfully submitted,

Heidi Eidson
Minutes Clerk